Amendments to the Specification:

Please replace the Abstract with the attached amended Abstract.

Please replace the paragraph beginning on page 2, line 6, with the following rewritten paragraph:

A gas turbine combustor with a lean premixed, prevaporized combustion system (a prevaporized, premixed air-fuel mixture lean-burn type combustor for a gas turbine) is proposed to reduce the concentration of NO_x in the combustion gas. In this gas turbine combustor, fuel is supplied at a substantially fixed rate in a pilot combustion region on the upstream side of a combustion chamber to produce high-temperature combustion gas by stable combustion, a lean air-fuel mixture is burned in a main combustion region below the pilot combustion region for ~~lea-burn~~lean-burn combustion that scarcely produces NO_x. When a liquid fuel is vaporized beforehand to produce a prevaporized, premixed air-fuel mixture for lean burn.

Please replace the paragraph beginning on page 2, line 36, with the following rewritten paragraph:

Referring to Fig. 4 showing a premixing air-fuel mixture supply device, pilot fuel is injected out through fuel injection holes 5a formed in a pilot fuel injection nozzle 5 and arranged at angular intervals. Swirl devices 6a and 6b for swirling combustion air are disposed above the fuel injection holes 5a. Main fuel is injected out through main fuel injection holes 7 arranged at angular intervals. Swirl devices 8a and 8b for swirling combustion air are disposed above the main fuel injection holes 7. An atomization lip 9 extends downstream from the swirl devices 8a and 8b to atomize the main fuel. A prevaporizing, premixing chamber 10 is supplied into a combustion chamber 15 below the ~~premixedg~~ premixing air-fuel mixture supply device. The premixed air-fuel mixture burns in the combustion chamber 15.

Please replace the paragraph beginning on page 9, line 1, with the following rewritten paragraph:

~~Description will be made of only~~Only the premixed air-fuel mixture supply device in the first embodiment will be described because the premixed air-fuel mixture supply devices in the first and second embodiment are substantially the same in construction.

Please replace the paragraph beginning on page 9, line 30, with the following rewritten paragraph:

If the combustor to which the premixed air-fuel mixture supply device supplies the premixed air-fuel mixture is in a high-load operation, the main fuel is injected into high-temperature air currents. Consequently, the main fuel is evaporated and mixed with air currents in the prevaporizing, premixing chamber 10 to produce a lean premixed air-fuel mixture, and the lean premixed air-fuel flows into a combustion chamber 15 for lean burn.

Please replace the paragraph beginning on page 11, line 33, with the following rewritten paragraph:

The sectional area of the secondary air passage 11 will be explained. Whereas the effect of air currents on atomizing the fluid at the edge of the downstream atomization lip 14 increases with increase in the sectional area of the secondary air passage 11, the flow rate of air that flows through air passages 4a and 4b decreases. Such a phenomenon due to increase in the sectional area of the secondary air passage 11 decreases the air-to-fuel ratio of the premixed air-fuel mixture at the end of the prevaporizing, premixing chamber 10 while the combustor is in a high-load operation, which has a negative effect on reduction of NO_x. Suppose that the air passages 4a, 4b and 11 have sectional areas 4as, 4bs and 11s, respectively. ~~then,~~ Then, it is desirable that the ratio: 11s/(4as + 4bs + 11a) is between 5% and 10%. If the reduction of NO_x while the combustor is in a high-load operation is

important, the ratio: 11s/(4as + 4bs + 11s) is between 2% and 5% to produce a lean premixed air-fuel mixture.